PUDUKKOTTAI STATE

WAR INFORMATION BUREAU

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LECTURE XLIX.

THE EFFECT OF AIR POWER ON SEA POWER.

TO what extent does air power affect sea power? That is the question which I will try to answer to-day.

The aeroplane performs two functions in war. It collects news and it carries explosives. I mentioned in the last talk that a battlefleet, which is the instrument of sea power, consists amongst other things of cruisers.

The function of a cruiser with a battlefleet is to scout ahead and collect information, and prevent enemy cruisers from collecting more information.

I happened to be in a light cruiser called the *Southampton* at the battle of JUTLAND, and it was from our own bridge that we first saw the German battlefleet coming north to the support of their battle cruisers.

AT JUTLAND.

The German fleet also saw us snooping at them, and we passed a very uncomfortable two hours under heavy shell fire from a range beyond the limit of our pop-guns. However, we were able to send our fleet continuous reports of what the German battlefleet was doing.

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That was cruiser work in the classical style, in the days when cruisers were the eyes of the fleet. Now the advent of the aeroplane enormously increases the range of vision of an admiral who has planes with his fleet in aircraft-carriers. Both the U. S. navy and our own have believed in aircraft-carriers, because these navies are ocean navies, and they operate a long way from shore aerodromes.

One effect of the arrival of the aeroplane has been to diminish the possibility of surprise at sea. I shall quote a few examples from the present war to illustrate what I mean.

You have naturally observed that though Admiral Cunningham has given the Italian fleet a good hammering, the Germans have managed to pass over from Sicily to Tripoli a very considerable army which has driven us out of Libya. How, you may ask, was this done ?

HOW GERMANS REACHED LIBYA.

It was done partly because Italian and German aircraft, operating from the Sicilian aerodromes, were able to keep a watch on the Malta Channel and report when the Mediterranean fleet was out of the way.

Modern ships moving at a high speed cannot keep the seas for long. They have to go back to their base to refuel. Our base at Alexandria is some 850 miles, or about two days' steaming, from the Malta Channel. The distance from Sicily to Tripoli is 300 miles, say 24 hours' steaming, half of which can be done at night.

Oh, you may say, what about Malta ? The trouble about Malta is that the harbour is very small, and heavy ships in it are very exposed to dive-bomber attacks from Sicily, which is distant only 12 minutes by air.

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It is true that light forces, such as destroyers, can operate from Malta ; and not long ago four of our destroyers annihilated an Italian convoy. But the Italians still have some heavy ships and cruisers in existence, and therefore our light forces, as a general rule, must be supported.

WORK OF SUBMARINES.

Does that mean that we can do nothing to impede this dangerous traffic ? Not at all. We can hamper it. We must use submarines, which can operate unsupported. But here again, the operations of our submarines are countered by the enemy, who convoys his troops and supply-ships, and no doubt has anti-submarine air patrols on the job.

Those who read the news intelligently during the month of March noticed that at regular intervals our Admiralty announced that a British submarine had sunk a heavily laden supply ship on its way to NORTH AFRICA. Now that showed that something was brewing in NORTH AFRICA.

Another example of the use of aircraft as adjuncts to a fleet was the case when the presence of the Italian fleet was reported to Admiral Cunningham by our aircraft operating from LIBYA. The result was the victory of MATAPAN.

But in this case, the British aircraft did more than locate the enemy. They attacked the Italians, and succeeded in so reducing their speed that we were able to catch the Italian cruisers before they could regain the security of their bases.

To return to the use of aircraft for reconnaissance purposes, one of the most troublesome aspects of the Battte of the Atlantic from our point of view is the co-operation which takes place between the four-engined Fokker-Wolf Condor German planes and the U-boats.

These aircraft, operating far out in the Atlantic, locate convoys and report their positions to the U-boats. We use Sunderland flying boats for the purpose of locating the submarines in the Atlantic, and when the R. A. F. bomb the German naval bases on the French coast, and the submarine construction yards at KIEL and the aerodrome where the Fokker-Wolf Condor planes live, the airforce is really carrying on operations in support of sea power.

BOMBING AND TORPEDO ATTACKS.

So much for the influence of aircraft on naval war from the point of view of reconnaissance—and I am inclined to think that this is the most important influence of the air on naval war. The other aspect of air war which affects naval war is the bombing and torpedo-carrying operations of aircraft.

Dive-bombing can be dangerous to ships at anchor in a base, but it is not unduly dangerous to ships at sea who have room to manoeuvre at high speed. Nevertheless it is not negligible, and it must be agreed that it is now difficult for heavy ships to operate for long in waters close to aerodromes which accommodate dive-bombers.

On the other hand, the dive-bomber has a limited range and needs highly trained personnel. High-level bombing is not an accurate performance, as can be seen by the several attempts made by both sides to hit specific ships in bases.

And unless a bomb is dropped from a good height on to a modern ship of war, it may not penetrate her armoured deck. Nor have any of the German attacks from a high level on various British naval bases produced results of any significance, so far as the efficiency of the fleet is concerned.

Aircraft can attack merchant ships with considerable success by low-level attacks, since the merchant ship is not heavily armed, or with torpedoes. The Coastal Command of the R. A. F. takes a steady toll of enemy supply vessels, trafficking up the Dutch and Norwegian coasts ; and of course, our convoys suffer from German air attacks.

But in this matter the defence is catching up with the attack. The limitations of the aeroplane for independent operation over the sea arise from the relatively small load of explosives carried by any one plane, and the inaccuracy with which bombs are discharged from aircraft as compared with projectiles from a gun.

Aircraft are also more handicapped by weather than are ships.

But finally, I must mention a use of the air arm, which has only come into being in this war. I have stressed that sea power is always endeavouring to control the sea routes, and this means in effect, the passage of surface ships. The submarine was and is an attempt to use evasion by ducking under the sea when confronted by superior surface craft.

In the present war, we are faced with a new method of circumventing sea power, and that is the use of air transport. It seems probable that some supplies and perhaps troops from SICILY to NORTH AFRICA have gone by air.

It is anticipated in GREAT BRITAIN that if Hitler tries to invade these islands, he will endeavour to overcome in part the difficulty of the sea passage by despatching air-borne troops and parachutists to our islands. They will receive a welcome which is not cordial, but which will be adequate to keep them here for the duration.

It was with great pleasure that I heard the news that the U. S. A. was interesting itself in GREENLAND. That is just the sort of place to which the Germans would like to send air-borne troops. That also is why we occupied ICELAND.

The German object in going to these places would, of course, have been to establish air and submarine bases on the northern flank of our lifeline to AMERICA.

You may recollect that the Prime Minister of GREAT BRITAIN, in his broadcast on April 27, said that it was with feelings of indescribable relief that he heard of President Roosevelt's decision to extend the neutrality patrol far out into the North Atlantic.

This decision on the part of the President is likely to be of the greatest value to us in the Battle of the Atlantic, because it is the function of American patrolling ships and aircraft to report the presence of any enemy warship in the area in which they are patrolling.

Only some one who has been at sea can appreciate the vastness of the ocean spaces, and the difficulty of finding out the whereabouts of the commerce-destroying raider, once he has got away to sea.

The reports made by American patrols, both air and sea patrols, will perhaps be overheard by our warships and if this should be the case, the information thus obtained will of course enable both of us to divert our convoys from the danger area, and to send warships to hunt down the raiders.

This, then, is an example both of co-operation between sea power and air power for reconnaissance purposes, and also of co-operation between two freedom-loving nations against aggression.

WEEKLY WAR SUMMARY.

12—6—41 to 18—6—41.

The outstanding features of the week are :—

(1) The progress of the campaign in SYRIA.

(2) Intensification of the fighting in LIBYA.

(3) Diplomatic activity.

THE CAMPAIGN IN SYRIA.

The Allied forces are forging ahead vigorously in SYRIA. SIDON has fallen: So has KISWEH in the central sector; the Allied troops have reached the outskirts of BEIRUT; and the fall of DAMASCUS is hourly expected. The Allied forces are advancing in three formations. The right hand column, with the Free French forces as their spearhead, operating in the direction of DAMASCUS; the left hand column composed

of Imperial troops, advancing along the coast; in the centre, the Allied forces, after occupying MERJ AYOUM, with DAMASCUS as their objective. British fighter planes furnished the escort and rendered valuable service, scouting for information of enemy movements and positions and providing useful "umbrella protection".

The central Allied unit has met with determined opposition from the VICHY forces, which have been raiding the country round about MERJ AYOUM. Having arrived within sight of DAMASCUS General Wilson sent word to General Dentz, the French High Commissioner, to capitulate and thus avoid unnecessary bloodshed. The British commander also wished to spare the city which would otherwise have to be severely shelled. General Dentz evidently was in no mood to agree and the British attack on DAMASCUS has begun and is now proceeding. Continuing pressure is being exerted all along the line, south and south-east of DAMASCUS. The city is expected to fall at any moment

If the Allied forces appear to be going rather slow, it is on account of political considerations and not because they are militarily weak. Their aim is to create a favourable atmosphere for General Catroux, the commander of the Free French forces, who should soon replace the representatives of VICHY.

The campaign is not expected to last very long. When ALEPPO is captured, the end of the campaign will be in sight. One authority has it that hostilities will cease in about a week from now. GERMANY, it is plain, has written SYRIA off as a bad debt and has left VICHY to shift for themselves. VICHY officers don't seem to mind; about five hundred officers and men have surrendered. The VICHY troops no doubt do their best but do not seem to mind being captured. Their attitude can be summed up thus: sorry to have to fight the British, but glad to be defeated.

THE FIGHTING IN LIBYA.

There were indications that the Germans might attempt a large-scale advance into LIBYA. The intensification of air attacks on TOBRUK (whose capture would appear to be an essential preliminary to any big eastern move by General Rommel's forces) and the heavy air-raids on ALEXANDRIA pointed to this possibility. The Germans had taken

advantage of the preoccupation of the Mediterranean fleet with the campaigns in SYRIA and in CRETE to speed up large reinforcements to LIBYA.

General Wavell was quick to act. He decided to forestall the Germans, and he did. The fact that there was a campaign going on in SYRIA did not deter him. That he felt himself equal to commencing a new offensive simultaneously with the campaign in SYRIA, is full of significance. It shows that the Allied troops can still take the initiative and it also points to increased self-confidence.

The desert fighting has been very fierce. Both sides have flung great quantities of tanks and armoured vehicles into the battle and were strongly supported from the air. The British attack was so heavy that the Germans had to rush reserves from the TOBRUK area. The Indian troops which participated in the action have given a good account of themselves. A light cavalry squadron were able to hem in the Germans near SOLLUM. The results, on the whole, have been satisfactory. We have been able to get a good deal of information about the enemy's mechanised material. More tangibly, many German prisoners and a quantity of tanks and other war equipment have been taken.

Apart from the fighting to the west of the HALFAYA PASS, heavy bombing raids were undertaken. BENGHAZI, BARDIA and the landing-ground at DERNA were badly damaged.

Abyssinia—Abyssinian patriot forces are valiantly participating in the encircling movement towards JIMMA. Our troops are harrying the ragged remnants of the Italian forces despite the handicap of bad weather.

General Pralormo has surrendered along with 2000 Italian troops. After the Battle of the Lakes, what was left of his division took refuge among the hills, but were so pursued and harried by the patriot forces that they were compelled to capitulate through lack of supplies.

Eritrea.—Following the capture of the Eritrean port of ASSAB, our forces have captured an important aerodrome at MACCARA.

DIPLOMATIC ACTIVITY.

The Turko-German pact—TURKEY has signed a non-aggression pact with GERMANY. This is not calculated to please us but there does not appear to be any cause to worry either. The pact has not come as a surprise as the Turkish government were keeping LONDON informed of what was happening. TURKEY was doubtless in a difficult position, and she has been trying hard to resist the blandishments

of von Papen, who at one time tried to bring about M. Sarajoglu's expulsion from office. Turkish policy has been to avoid getting entangled in the war. The pity of it is that, having eluded the Nazis so long, she should give in just when the danger of encirclement had almost passed, in consequence of the consolidation and strengthening of the Allied position in IRAQ and SYRIA. TURKEY has loyally stood by her obligations all along and the present pact is also said to be within the limits of her existing obligations. That, however, is small comfort. We do not know the exact extent of her commitments Having walked into GERMANY's parlour she may find it impossible to withdraw.

The pact is otherwise also inopportune. Russo-German relations are said to be severely strained and suspicious troop movements are reported on GERMANY's eastern frontier. Hitler, in spite of pacts and agreements, has a grouse against RUSSIA. All Ribbentrop's wiles were not able to lure Molotov into the axis. Molotov visited BERLIN in state, on that famous occasion when the R. A. F. staged a demonstration for his especial benefit. He came, he saw, and went back unconquered. The two kept up appearances but Hitler has not forgiven Molotov for letting him down badly over the Axis partnership. GERMANY has had her eyes on the UKRAINE for quite a long while now. She is badly in need of oil and wheat and Hitler's interest in RUSSIA, therefore is more economic than military. And with the prospect of a long war with BRITAIN, he evidently feels he must take a strong line.

The massing of as many as 120 divisions of German troops on the eastern frontier is pregnant with sinister significance. RUSSIA denied that any strain had crept into her relations with GERMANY, but BERLIN was strangely silent. It is rumoured that GERMANY has launched an attack on RUSSIA at 15 points on the eastern frontier. There are rumours of a Nazi ultimatum which is said to have demanded "the immediate cession of BESSARABIA to RUMANIA, the grant to GERMANY, with guaranteed delivery, of a large proportion of the Russian wheat yield in the UKRAINE and raw materials throughout the U. S. S. R. and the free admission of Nazi technicians to the administration of Russian transport and industry."

A rupture between the two countries is not unlikely. After the spirited denunciations of Nazi GERMANY and Soviet RUSSIA, that would be the most natural thing to happen in the world. And when a certain kind of people fall out, honest men come into their own.

R. A. F. Raids over ENEMY and ENEMY-occupied Territories.

Date.	Targets.	R. A. F. losses.	Enemy aircraft losses and results of air bombardment.
8—6—41. (Sunday.)			
	ITALIAN AFRICA.		
	The harbour and ships at TRIPOLI ...	...	Fire started on a ship.
	RHODES.		
	The harbour at RHODES ...	...	...
	The Aerodrome at CALATO ...	...	Big fires started.
	Aircraft on the ground at KATTAVIA.	...	Many fires and explosions started.
9—6—41. (Monday).			
	SYRIA.		
	Support to our land troops in SYRIA.	...	...
	Motor transport at SUNAMEIN ...	...	Damaged.
	Patrolling over British warships off the SYRIAN Coast.	...	5 planes shot down.
	ITALIAN AFRICA.		
	The harbour and ships at BENGHAZI.	...	A ship directly hit.
	The Aerodrome at BENINA ...	...	...
	The landing grounds at DERNA and GAMBUT.	...	...
	Aircraft on the ground at EL GAZALA.	...	Many planes damaged.
	A convoy of enemy motor transport between BABE and DERNA.	... No loss.	30 large tankers destroyed.
10—6—41. (Tuesday.)			
	GERMANY and GERMAN-occupied EUROPE.		
	DAY :—		
	Air fights over occupied EUROPE ...	No loss.	1 plane shot down; another damaged.
	NIGHT :—		
	The German battleships SCHARNHORST, GNEISENAU and the cruiser PRINZ EUGEN at BREST.	...	Great havoc done.
	The Docks at ST. NAZAIRE.	...	...
	The Aerodromes at MANDEL and STAVANGER.	...	...
	A supply ship off the NORWEGIAN Coast.	No loss.	...

Date.	Targets.	R. A. F. losses.	Enemy aircraft losses and results of air bombardment.
10—6—41. (Tuesday.)—*cont.*			
	SYRIA.		
	Support to Allied troops advancing in SYRIA.	...	...
	The Aerodrome at PALMYRA ...	...	Damaged.
	The harbour at BEIRUT ...	...	...
	Aircraft on the ground at ALEPPO ...	No loss.	Many damaged.
	RHODES.		
	The Aerodromes in RHODES ...	No loss.	...
	ITALIAN AFRICA.		
	Motor transport and troops in EL GAZALA, CAPUZZO and EL-ADEM regions.	...	Heavy loss.
	Enemy aerodromes at EL GAZAZA and GAMBUT.	...	...
	The shipping in BENGHAZI harbour.	...	...
	Aircraft on the ground at BERKA ...	No loss.	Many planes badly damaged.
11—6—41. (Wednesday.)			
	GERMANY and GERMAN-occupied EUROPE.		
	DAY :—		
	The mole at ZEEBRUGGE ...	...	...
	The Docks at YMUIDEN ...	...	...
	A small vessel off the DUTCH Coast.	No loss.	1 plane shot down. The ship sunk.
	NIGHT :—		
	Docks at YMUIDEN and DUNKIRK.	...	...
	The sea plane base at NORDERNEY ...	...	...
	The invasion port of CALAIS ...	No loss.	Very heavily damaged.
	SYRIA.		
	The shipping and the harbour at BEIRUT.	...	...
	ITALIAN AFRICA.		
	The harbour and shipping at BENGHAZI.	...	2 ships burnt out.
	The aerodrome at EL GAZALA ...	1 plane.	Many fires started.
	RHODES.		
	The aerodrome and the aircraft dispersed on the ground at CALATO.	...	A patrol fire started. Many planes damaged.

Date.	Targets.	R. A. F. losses.	Enemy aircraft losses and results of air bombardment.
12—6—41. (Thursday).			
	GERMANY and GERMAN-occupied EUROPE.		
DAY :—			
	Shipping and invasion ports on the French coast.	...	1 ship sunk ; 1 plane shot down.
NIGHT :—			
	Industrial targets and buildings in the RUHR.	6 planes.	Many fires started.
	Docks at BREST and ANTWERP **ROTTERDAM.**	1 plane.	...
	SYRIA.		
	Motor transport and gun positions in SYRIA. ...	...	...
	Support to the Allied troops in SYRIA.	No loss.	...
	ITALIAN AFRICA.		
	The harbour at BENGHAZI ...	...	Ship directly hit.
	Landing grounds at MARTUBA and GAZALA **TRIPOLI.**	...	Fires started and buildings crashed.
	Enemy motor vehicles on the road between BARCE and EL GUBBA.	...	Many vehicles destroyed ; many made unserviceable.
	Italian positions and motor transport in central ABYSSINIA.	2 planes.	Machine-gunned.
	RHODES.		
	The Aerodrome at CALTO ...	No loss.	Fires started.
13—6—41. (Friday.)			
	GERMANY and GERMAN-occupied EUROPE.		
NIGHT :—			
	The harbour and the German warships sheltering there at BREST.	...	The berths of the warships straddled.
	Industrial targets in the RUHR ...	...	Heavily damaged.
	The industrial district of SCHWERTE	1 plane.	Extensively damaged.
	Enemy shipping in the CHANNEL ...	...	...
	Aerodromes in BRITANNY ...	2 planes.	...
	MEDITERRANEAN.		
	A convoy of merchant ships escorted by destroyers in the central MEDITERRANEAN.	...	1 ship sunk. 1 plane.

Date.	Targets.	R. A. F. losses.	Enemy aircraft losses and results of air bombardment.
13—6—41.	**(Friday)**—*cont.*		
	SYRIA.		
	Patrolling over British warships near SIDON.	No loss.	3 planes; many damaged.
	Full support to the British ground forces.	...	...
	ITALIAN AFRICA.		
	DAY :—		
	The Aerodrome and aircraft on the ground at GAZALA.	...	Many aircraft destroyed.
	Motor transport vehicles and armoured fighting vehicles between CAPUZZO and GAZALA.	...	19 transport vehicles and 3 armoured vehicles destroyed.
	Aerial duel above SOFAFI ...	...	1 plane.
	A bomber on the ground near BARES SERIR.	...	Damaged.
	NIGHT :—		
	The harbour at BENGHAZI ...	...	Fires started.
	Landing grounds at BENINA, DERNA and GAZALA.	...	...
	RHODES.		
	Axis planes on the ground at CALATO.	...	Many planes set on fire.
14—6—41.	**(Saturday.)**		
	GERMANY and GERMAN-occupied EUROPE.		
	DAY :—		
	Offensive sweeps over the ENGLISH CHANNEL and Northern FRANCE.	...	...
	Airfields and aerodrome buildings at ST. OMER.	...	Buildings damaged; 3 planes shot down.
	The aerodrome at CHERBOURG ...	...	...
	A patrol boat in the CHANNEL area.	1 plane.	...
	NIGHT :—		
	Industrial targets in the COLOGNE area.	No loss.	Fires started.

Date.	Targets.	R. A. F. losses.	Enemy aircraft losses and results of air bombardment.
14—6—41. (Saturday)—*cont.*			
	SYRIA.		
	Hostile aircraft near RAYAK ...	...	Many damaged.
	Troops and motor transport in the MIRGILLE area.	..	...
	An enemy vessel near BEIRUT ...	...	Sunk.
	ITALIAN AFRICA.		
	The harbour at BENGHAZI ...	...	Many fires and explosions started.
	An enemy camp at BARDIA ...	...	...
	The landing ground at DERNA ...	...	A large fire started.
15—6—41. (Sunday.)			
	GERMANY and GERMAN-occupied EUROPE.		
DAY :—			
	An enemy cargo ship (of 1,000 tons) in the estuary south of BORKUM.	...	Sunk.
	An enemy convoy near the HAGUE ...	...	1 ship set on fire.
	A German boat and a supply ship off the DUTCH coast.	...	The boat sunk; the supply ship damaged.
NIGHT :—			
	Industrial targets in the RUHR, COLOGNE and HANOVER areas.	...	...
	The Docks at DUNKIRK ...	...	...
	Enemy aerodromes in FRANCE ...	...	...
	SYRIA.		
	The aerodrome and dispersed aircraft on the ground at ALEPPO ...	...	Many fires started; many planes damaged.
	Aerial fight over KISWEH area ...	...	2 planes destroyed.
	Armoured vehicles over KISWEH area.	...	2 bombers shot down.
	Protective patrols over British Naval units off the SYRIAN coast.	6 planes.	Many planes destroyed.
	ITALIAN AFRICA.		
	Several airduels over CYRENAICA ...	...	4 planes.
	Enemy columns, transport and armoured vehicles near EL GAZALA, CAPUZZO and BARCE.	...	Many vehicles disabled.
	The harbour at BENGHAZI ...	...	Many fires started.
	Enemy armoured vehicles at BARDIA.	...	Many vehicles destroyed.
	Landing grounds and aircraft on the ground at DERNA, MARTUBA and EL GAZALLA.	...	Fires started; Many planes destroyed.

ENEMY Raids over BRITAIN and BRITISH Territories.

Date.	Targets.	Enemy aircraft losses.	R. A. F. losses and results of air bombardment.
10—6—41. (Tuesday).			
	BRITAIN.		
NIGHT :—			
	South WALES and **one point** near the coast in South-west ENGLAND.	...	Slight damage and a few killed.
	PALESTINE.		
	HAIFA ...	1 plane ; many others damaged.	Civilians injured.
11—6—41. (Wednesday.)			
	BRITAIN.		
NIGHT :—			
	Number of points here and there in North-east, East and South ENGLAND. WEST MIDLANDS.	... 1 plane.	Damage and casualties heavy.
	BRITISH AFRICA.		
	TOBRUK ...	...	No damage.
12—6—41. (Thursday.)			
	BRITAIN.		
DAY :—	No air activity during day time ...	...	...
NIGHT :—	Eastern ENGLAND and **a town** in East ANGLIA.	1 plane.	Slight damage and a few casualties.
	PALESTINE.		
	TEL AVIV and **HAIFA** ...	...	A few killed.
	BRITISH AFRICA.		
	TOBRUK	1 plane.	No damage.
	MEDITERRANEAN.		
	CYPRUS	...	No damage.
13—6—41. (Friday.)			
	BRITAIN.		
NIGHT :—	South, South-east and East ENGLAND	7 planes.	Very small damage.

Date.	Targets.	Enemy aircraft losses.	R. A. F. losses and results of air bombardment.
13—6—41. (Friday)—*cont.*			
	GIBRALTAR.		
	GIBRALTAR ...	4 planes crashed in Portugal.	No damage at all.
	MEDITERRANEAN.		
	CYPRUS	... ...	No damage.
14—6—41. (Saturday.)			
	BRITAIN.		
	NIGHT :—		
	A number of places in West ENGLAND.	1 plane.	Casualties and damage slight.
	SYRIA.		
	Dive bombing British positions in SYRIA.	Many damaged.	
	MEDITERRANEAN.		
	MALTA ...	15 planes. Many damaged.	
15—6—41. (Sunday.)			
	BRITAIN.		
	DAY :—		
	A town in East ANGLIA	... ...	...
	NIGHT :—		
	A few places in South ENGLAND ...	1 plane.	Very slight damage.
	MEDITERRANEAN.		
	NICOSIA (MALTA)	... ...	No damage.
16—6—41. (Monday.)			
	BRITAIN.		
	NIGHT :—		
	A few places here and there in ENGLAND and WALES.	3 planes.	Slight damage.
	SYRIA.		
	MERJ AYOUM	... ...	...

SIDE LIGHTS.

CRETE. The learned contributor of our Weekly War Summary last week wrote sagely of the perspective from which to view the defeat in CRETE, finding, as he did so, not a few advantages on our side of the balance-sheet. I would like to gild the lily a bit. The Cretan episode MUST be viewed against the perspective of the whole Middle Eastern campaign—and the war as a whole. The plain fact is that the Germans are driving towards SUEZ; and the Allies are doing their demnedest to stop them getting there. The enemy have the big advantage of 'interior lines' but these will be outweighed by our immense reserves directly we can get them fully mobilised. Since, though some of these are immediately available, some will take months to garner, DELAY at outlying points, until DECISIVE strength at the DECISIVE point can be mustered, is the essence of our strategy.

CYRENAICA, then GREECE, and now CRETE, have gone in the execution of this plan, but when bemoaning these facts, people are apt to forget that the Axis openly aimed at SUEZ as long ago as 1939, and haven't got there yet; while we have practically conquered ABYSSINIA and wrested the whole of the Red Sea coast from the Italians; we have reopened the IRAQ line of communications by the elimination of Rashid Ali; we have wiped out the Italian Fleet as a fighting force at MATAPAN; and we look like depriving VICHY, or the Germans, of their threatened foothold in SYRIA. AND ALL THE TIME OUR STRENGTH IS GROWING FAST IN ALL THE ELEMENTS!

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THE WIDER PROSPECT. Further, the Middle Eastern campaign is only half of Hitler's summer offensive against BRITAIN. The Battle of the Atlantic is the other and perhaps greater half. The *Bismarck* is at the bottom, the *Scharnhorst*, *Gneisenau*, and *Prince Eugen* are imprisoned in BREST, helpless; one of GERMANY's two remaining pocket-battleships has probably limped into the Baltic licking her wounds and is unlikely to appear again for months; "*dozens*" (mark that—Hitler has not got very many dozens) "......of submarines have been accounted for" by the Royal Navy and R. A. F.; American help is growing enormously in volume and rapidity of supply; President Roosevelt's great stand for freedom, his active assumption of dormant but far-reaching Presidential powers, and his naval patrol system are daily more resented and feared by the Germans, who

have *got to reach a decisive result in BOTH theatres during this summer and autumn*, unless they are to part with 'local' as well as 'general' superiority in every part of the World.

(*N. B.*—According to a very recent statement of Lord Woolton, they haven't even seriously damaged our food supply yet! The several millions of trained men awaiting 'invasion' will be fit in body as well as grimly confident in spirit.)

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ANOTHER GLIMPSE OF LIFE IN BRITAIN. We have occasionally printed in this column first-hand reminiscences of Home-in-wartime. Here is another résumé received in the last batch of incoming mails:—

" There is so much that one could tell you, it is difficult to know where to begin—a few statistics, perhaps. We, in this Urban District, have had our 450th air raid, or rather "Alert;" many of them, of course, without 'incidents' I'm glad to say. We reached the 450 mark a couple of days ago. We finished 1940 with a total of 374 howling sirens since War began, though all but 4 of 'em were in the last four months of the year—so 1941 hasn't been so bad up to date. We never worried much about the day time raids, (in any case we have no shelter) but the long night raids of last Winter, lasting 10, 12 and 14 hours of darkness, have to be experienced to be properly appreciated. I doubt if 'appreciated' is quite the word—something beginning with a 'b' is much more suitable. Like most other people round this way, we have shifted bedrooms to the ground floor and the upper floor is not used except for the bathroom and the what not, though this being a very superior house, we have a couple of the latter down below—but my God, aren't they cold! Been plenty of bombs round here and K., who had quite a decent tummy this time last year, has lost it all through flattening herself on the ground when we hear 'em coming down.

......Getting back to bombs, we've had nothing nearer than 100 yards in various directions—and that is quite near enough. Thousands of incendiaries, of course, all over the place, but the fire fighting services, volunteer and otherwise, are now so well organised that one just sniffs at a mere incendiary! Why, we've got sand, shovels, rakes, ladders and God knows what all over the place. Everybody does fire-spotting duty at night—my little whack is on Mondays, from the evening Alert until 2.0 a. m., and on subsequent Mondays from 2.0 a. m. until dawn. The latter period is a bit of a so-and-so, believe me, especially on some of the unspeakably perishing cold nights we

have had. This game of winter in ENGLAND is beginning to become too much of a good thing—seem to feel it more and more—and we do not fancy the idea of remaining here for the rest of our lives.

......Very uninteresting sort of life we lead these days; haven't seen LONDON for months—our boundaries seem to be SUTTON on one side and EPSOM on the other, and that's about as far as we get—never go to a theatre, although plenty are open again now, but occasionally stand ourselves a cinema if anything decent is being shown. It is just over two years since we got back from that wonderful visit to our old haunts at CALICUT, COCHIN, COIMBATORE and OOTY, which commenced in October 1938—we had nearly a month in PORT SAID on the way home, staying with friends, which was just grand. We bought a new Morris 10 when we got home and in two years have done only 5,300 miles as a result of the petrol rationing. There is a great demand for low mileage 1939 cars at the moment and I could sell mine at considerably more than I gave for it two years ago—shall probably have to do so when we hear of the new taxation in a day or so. Don't know what I shall do without a car, because my old hind legs are not too good, and I am very limited as to the amount of walking I can do. Otherwise am fine. K. is taking on a lot of house work now—we have no maid and they are few and far between—with all young women going into War work—but have a 'daily' on rather, a half-daily, from 9.0 a. m. until 1.0 p. m. K. hates cooking, but is getting quite good in spite of all the rationing difficulties—nobody grouses about these things, we just regard them as necessary ruddy nuisances which have to be put up with.

......Since writing the above we have heard that income tax is to be ten bob in the £ and also there are to be reductions in the various allowances—Cor, chase my Aunt Fanny round the time bombs! Well, now we are broke, com-ruddy-pletely!

As I am writing the show has started in the Balkans–wonder what will be the position by the time you get this? We've just got to put it across the Hun this time.

......Enemy raids started again last night; didn't hear any bombs round this way, but there was much gunfire in the distance—'course there were 'planes wandering about overhead and as I was on fire-spotting duty I was outside quite a bit having a look round. I had gone to bed but that filthy wailing Siren turned me out just after midnight—the "Raiders Passed" Siren did't 'go' until 4.0 a.m. Darned cold night, too—no more like Spring than I am! This Black-out business is another of the little nuisances of life—583 blooming times have I 'done it' up to last night—takes about quarter of an hour, wandering round the house pulling curtains which have

been lined with special material guaranteed not to let the light through. Of course it does, but with the assistance of bits of black stuff, pins, drawing pins and what nots we have avoided prosecution so far; have been knocked up once or twice for showing a bit of a glow, so now have old newspapers draped over the lamps in our lounge. Marmalade, jams and such like are rationed now; the monthly ration for the three of us is 1½ lbs of *all* preserves, not of each. We started our last 2 lb jar of marmalade a few days ago and curse each other at breakfast for taking too much! Have a fair wallop of jam left over from last year raspberries—we grow'em in the garden. Now we are using saccharine as much as possible so as to save sugar with which to make jam this year—there ain't going to be no sugar obtainable from the Ministry of Food for jam making this year.

Children are remarkable—young John hasn't a qualm about bombs and things—and all other boys and girls of about his age are just the same—good job too! My old Father is still living in his 94th year at Bristol, where I also have a sister and two brothers. Bristol is one of the heavily bombed cities and they have had a pretty hectic time there. My sister was very frightened at first—suffered badly from 'stomach-wabble'—but has put up a frightfully good show and is staying put. The old man is quite deaf and hears nothing—I haven't seen them for 18 months.

......An idea of what the new taxation means is well illustrated by the following: For a person to have £ 5,000 a year *to spend*, he must have a gross —income of £ 66,000* ! almost incredible, but that's the position—so I should imagine that many people who might have been called wealthy before last Monday are now in the soup and will have to dive into their capital in order to pay their taxes. Horrible weather here for April; cold N. E. wind for the past few days, but must get out into the garden and potter about even if I don't actually do much work. Have given up growing Sweet Peas this year on the ground of expense—I was becoming a minor expert—had some beauties last year with stalks 18 inches long and was told I could have won prizes, but am no pot hunter—as long, apparently, as I can throw my weight about a bit!... .....

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GERMANY'S NOW OR NEVER. AMERICA was undoubtedly saved from forced acceptance of the Isolationist theory by BRITAIN'S victorious emergence from the crisis of last autumn. How Hitler must curse! If the States had settled down to non-interference in EUROPE, he

[* When or if the bombs begin to fall at Karachi or Madras, will Indian 'Princes and rich men only' be content to contribute twelve-thirteenths of the total income to Government purposes? Ed.]

would, while giving them most explicit assurance of good will in order to delay their feverish efforts for self-defence, have converted the whole of EUROPE into a war-power-house, and at the same time have rapidly Nazified South AMERICA and turned the Atlantic into a German lake. Instead he has been forced to make desperate attempts on BRITAIN'S life-line, or smash the Empire by the capture of the Canal, both of which courses have involved him in direct interference with AMERICA's cherished doctrine of the freedom of the seas. In short his miscalculations have turned AMERICA (once more) into an open enemy, besides forcing him to show his hand in various hitherto obscure directions.

That naval battle off DENMARK and GREENLAND, for instance. The Americans make no bones about declaring that a German attempt to occupy GREENLAND—for an attack first on ICELAND herself?—was thus foiled, and with it a very direct threat to AMERICA herself. Over the SYRIA business, too, German action there gave the lie dircet to VICHY's confused excuses about the integrity of the French Empire, and Raeder has now been forced to try and outface Roosevelt's indignation with the public threat that an American convoy system, or naval patrols, constitute "a plain act of war to which the German Navy will reply!"

No, the buttons are off the foils! Hitler's calculation that Roosevelt's long silence and American industrial unrest meant that he could get ahead fast with his own plans, has been upset by circumstances which are the direct result of his failure to bring about the defeat of BRITAIN by now. AMERICA is in a state of "unlimited national emergency"—in other words are already at war with GERMANY,—and Hitler has failed, as the Germans failed in the last war, to win outright before AMERICA entered the field against her. True, AMERICA is not yet quite ready, so Hitler *must risk everything this summer*, but his chances are infinitely worse than last year, when he so nearly brought it off!

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WHAT U. S. A. MEAN BY FREEDOM OF THE SEAS. The President says, *tout court*, that anything which menaces the preservation of the Western Hemisphere is an interference with the doctrine of "the freedom of the seas", and vice versa. He considers that both have been directly menaced from three directions:—

(*a*) The establishment of German bases in GREENLAND or ICELAND would threaten NEWFOUNDLAND, NOVA SCOTIA and the eastern seaboard of the U. S. A.

(*b*) GERMANY has long threatened SPAIN and PORTUGAL, though nothing concrete has yet happened. Nevertheless Hitler's attitude (and power to put into force) is, so Mr. Roosevelt says, a threat against the AZORES and CAPE VERDE ISLANDS, which are only seven hours flying time from BRAZIL and the Western Hemisphere in general....... That CASABLANCA and DAKAR in German hands would constitute another grave threat is also to be gathered from American official pronouncements.

(*c*) In between these northern and southern flanks of the position, lie the numerous ocean highways of both Atlantics, and the President puts the safe delivery of American supplies to BRITAIN over these routes on the same footing as regards American security as the defence of GREENLAND or of the CAPE VERDE ISLANDS.

The Germans are indignant at these vast claims, but others beside the Americans know that with Nazism on the rampage, they are sober fact, and that the President's graphic phrase "Our Bunker's Hill of to-morrow may be many thousand miles from Boston, Mass." is no idle prophecy, let alone boast.

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AN OUTSTANDING MODERN WEAPON. Neither Hitler, nor anyone else yet, has produced a catastrophic 'secret weapon', but there is a comparatively new instrument which is certainly increasing in use and effectiveness, and that is the aerial torpedo or rather the torpedo-carrying aeroplane. The *Bismarck* was hunted by the R. A. F. Coastal Command until she ran into the beat of the *Victorious* off the coast of GREENLAND. This latter's aeroplanes overtook the *Bismarck* and delivered a torpedo attack which crippled her; finally the aircraft of the oft-sunk *Ark Royal* inflicted further damage 400 miles away from her French harbour of refuge, for the destroyers of the Navy to finish her off.

Since than we have news almost daily of successful aerial torpedo attacks on enemy shipping in many a sea and harbour. But it is a difficult weapon to handle. Only magnificent flying can make it effective. The B. B. C. expert, H. C. Ferraby, the other day explained that between fifty and a hundred feet up is the highest the piolt should fly, not only to make certain of his mark, but to avoid derangement of the delicate machinery of the torpedo by too heavy an impact with the water, such as would result from releasing it at any higher altitude.

Fancy flying with a load of four of these things, just above the mastheads of enemy vessels in convoy, with every kind of A. A. weapon from every kind of ship blazing at you, circling calmly over the stern of one and the poop of another, swooping down almost to water-level between a couple of them, and then hoping to get away scot-free after releasing your deadly load! Phew !!

AN OPEN LETTER TO SOME INDIAN FRIENDS.

By

Miss Eleanor Rathbone, M. P.

DEAR FRIENDS,

Those of us in this country, who, in former years, did our best to aid the Indian people in their struggle towards self-government, are now deeply concerned over the deadlock in the constitutional issue and its tragic consequences. Most of my British friends are concentrating on the question of how far our own Government may be to blame for the deadlock and what they could possibly do to end it. They may be right to do this, since that is where our responsibility lies. But I see a risk that their attitude may mislead non-co-operating Indians into thinking that all progressive-minded British people are with them in throwing the whole blame on the British authorities.

Hence I am moved to take the opposite course, by trying to set down as I see it, the case against the non-co-operators, saying nothing about the other side of the case, though I know it exists. Nor do I attempt to discuss the various proposals for a solution, because others more competent are doing that. I have no claim to be an expert in India. My only claim to express any opinion on Indian affairs is that of a back-bench M. P. of no political party, who was moved to stand in 1929 for the University Constituency I represent largely by my desire to help Indian women to secure social reforms and a political status equivalent to those which British women had achieved.

With this object I visited India in 1931 to confer with representatives of these movements there ; organised and led the women's side of the struggle in Parliament for Indian reforms ending with the Statute of 1935, and afterwards wrote a book on child marriage in India which was generally admitted to be comprehensive, accurate and impartial.

Here then is my deliberately onesided indictment. The leaders of the non-co-operation movement have condemned the Nazi and Fascist aggressors ; have expressed horror of their persecutions and cruelties and sympathy with their victims. They have condemned also the surrenders and concessions of the British Government to the aggressors during the pre-war period of appeasement in the matters of Manchuria, Abyssinia, Spain, Czechoslovakia and everywhere else where the desire to avert war influenced British policy. **Yet now that we are at war with the aggressors, these leaders and their followers are doing everything in their power to frustrate the war effort, not only by taking no part in it, but by clogging the machinery of Government through their defiance of the law. In effect, therefore, they are playing the part not of neutrals but of**

non-violent allies of the aggressors, increasing their chances of victory and so of prolonging the sufferings of the subjugated nations. Hating, yet aiding Hitler in supposed interest of their country, their position is not unlike that of the men of Vichy, without Vichy's excuse of several million hostages in Hitler's hands.

The reply may be that this is not the intention: the intention is to resist participation in the war without India's consent. In that case, we are entitled to ask the non-co-operators: If India had been consulted, what would the answer have been, if you could have decided it? If it would have been 'yes', was the absence of formal consultation, even if a bad mistake, so inexcusable under the stress of a great emergency that it should condition your whole attitude and turn you from potential allies of ours into actual allies of the aggressors, for that is what in effect you are? If it would have been 'no', then where is the consistency of condemning appeasement yet hindering and not helping the war? **If you would have replied 'yes, but on the condition of securing India's freedom and independence first', are you not guilty of just the charge you brought against the appeasers of callously sacrificing the interests of every other country to your own? Are you not refusing to forego, for the sake of other peoples, the tactical advantage which you think Britain's emergency gives you and the satisfaction of paying off old scores against her?**

I know that the non co-operators repudiate the motive of vengeance and the desire to exploit England's emergency. But can they really be exonerated from either motive? Why, for example, does the ablest of their younger leaders, Pandit Jawaharlal Nehru, refer so repeatedly in his latest writings to old and new injuries and affronts as 'things we could never forget or ignore?' Why, specifically in relation to the question of whether India should help in the war, does he rake up the old story of the 1919 Amritsar massacre and of martial law in the Punjab as the things that 'really followed' India's help in the last great war? Amritsar was a horror of which most progressive Englishmen are deeply ashamed, though there were other Englishmen who condoned it. The General who ordered the massacre was rebuked by a Parliamentary Commission and removed from his command. But were these the only things which 'really' followed?' **Do all the steps towards Indian self-government culminating in the Statute of 1935, the promise of Dominion Status and the latest offer that the framework of India's future constitution should be drawn up by Indians themselves, really count for nothing, however much they may fall short of the full demand?**

And how else but as an exploitation of England's emergency can we view the revival of civil disobedience—abandoned throughout the years of the appeasement policy, revived precisely at the time of our greatest peril, after the fall of France had left us to face alone the future of blood, toil, tears and sweat held out to us by Mr. Churchill. Was that magnanimous? And what, Pandit

Nehru, are we to think of your assurance that you 'have loved much that was England?' What sort of destiny are you preparing by your actions and your influence for the England you have loved?

One thing is plain. You and most of the leading men and women among your followers have some cause to love, or at least to be grateful to, England, for you have drunk deeply at the wells of English thought; you owe much to Western, and especially to British, teachers, men of science, sociologists; **yes, and to British statesmen and politicians too, for it is over here that the great experiment of democratic institutions and liberties has been chiefly hammered out.** One might have expected that all this would have created bonds of spiritual kinship. But seemingly it avails nothing to change your over-mastering obsession with your country's wrongs.

We do not blame Indians for putting India first. But in what sense are they serving her by resisting the war effort? Suppose their resistance were to prove the straw that turned the scale against us and gave victory to Germany, Italy and Japan, for Japan would come in in the East as Italy did in the West in time to share the expected spoils of victory. Would that mean freedom and independence for India? Writing in August, 1940, when to all but ourselves the day of our defeat seemed near, Pandit Nehru declared: 'We are prepared to take risks and face dangers. We do not need the so-called protection of the British army and navy. We will shift for ourselves.' **A rash boast indeed! For a nation to shift for itself nowadays needs long preparation, and victorious aggressors do not give their victims time. They would bring upon India horrors far worse than Amritsar.**

We shall win through without your aid. We have the efficient aid of Indians of other ways of thinking. But we want you also by our side. We know that among the men and women who are in prison to-day there are many who formerly worked with us for ideas and ideals which are not those of the Princes or of the martial tribes of the North. It is bitter to think that you have failed us in the hour of our own trial. We are walking, all of us, in the valley of the shadow of death. Scarcely a night passes, but the morning brings its story of men, women and children who have been blown to pieces, crushed to death, buried alive, in the wreckage of one or other of our towns or villages. Every day takes its toll of the young men, our best and finest, who are carrying on the struggle on land, at sea and in the air.

I say this, not to excite pity but because our war situation and your worsening of it are part of the case against you. The mood of our people is not one of self-pity but of grim endurance. Ninety-four per cent of the votes cast in the latest by-election were for war candidates: the remainder for a pacifist. The proportion of claimants for exemption from war service on grounds of conscientious objection has steadily diminished from two to a third

of one per cent. Even the least politically awakened sections of the masses realise that the only alternative to victory is slavery for ourselves and for half the world.

Those of us, who are internationally-minded are, many of us, happier than we have been for years, in spite of the dangers and suffering around us. We hated the policy of appeasement, thinking it—as we think your policy—short-sighted, selfish and ungenerous. We foresaw the abyss into which it was leading us. We fought hard against it as it affected China, Abyssinia, Spain, Czecoslovakia. We were ashamed for our country. Now we are no longer ashamed, but passionately proud. We feel that if there is anything in the doctrine of expiation, Britain has expiated her sin. Yet we are still critical and watchful lest the old errors should creep in. The danger of this will be greater when victory comes. On that day we shall need help and we shall be prepared to give it—those of us who survive—wherever the forces of reaction, of class interest and racial prejudice threaten to prevail. That may happen in India. It is the more likely to happen because of the non-co-operation movement. Victorious allies will be in no mood to be guided by those who have hindered and not helped victory. If the war ended otherwise, not much could be expected from the gratitude of the aggressors. Even if Stalin had a say in the matter, freedom and independence are not favourite words in his vocabulary. Is it too late? We know many of you too well to believe that you can be happy over the part that non-co-operators are playing, even if you are among them.

You cannot be satisfied with a policy for India of 'Sinn Fein—ourselves alone;' nor satisfied that, even for India, it is working out as you would have it. You must be searching your consciences, as we are searching ours, asking whether you and your leaders have done everything possible to end the dead-lock. But are you doing this in a spirit of realism, seeking not the ideal solution which might be achievable if Englishmen and other Indians saw their duty as you see it, but considering what next best solution may be actually achievable, other men and their circumstances being what they are? Are you willing to do your share in making concessions and proposing compromises? **Have you considered whether, if there has to be a surrender, the duty of at least temporary surrender may now lie on you and not on the British, since the cause for which Britain bears the main responsibility is a world cause and there will be no freedom or independence for India if it is lost?** In the face of that peril can you not forget the old and even the present grievances, injustices, affronts; join hands with us and with other Indians to fight the common foe and afterwards present the strengthened claim of those you represent to shape the destinies of India and of the world you will have helped to save.

Yours sincerely,

ELEANOR E. RATHBONE.

HOW THE AIR WAR IS SHAPING.

R. A. F.'S NIGHT BOMBING TACTICS
SOME STIRRING ADVENTURES
"NIGHT AN ALLY OF THE BRITISH"

by

Wing Commander L. V. Fraser.

On no single night since bombs were first dropped on objectives inside Germany have British bombers been kept away from their targets by anything except the weather. Yet Goering promised the German people that their defences would keep them immune from air attack.

While the *Luftwaffe*, as the result of its under-estimating the defences of Britain, was forced to try one set of tactics after another in an effort to make day-bombing of Britain pay, the R. A. F. had already shown what could be done against precise military objectives by night. Eventually, the *Luftwaffe*, had to learn the lesson from them and visit British cities only by night. Even so the *Luftwaffe* was unable to imitate the R. A. F.'s precision in bombing by night, and could only make mass attacks on large areas in the hope of dropping bombs on something worth hitting.

A GERMAN COMMUNIQUÈ EXAMINED.

German publicists have had to pay dearly for this lack of imagination. Thus, after the R. A. F. raided Berlin on April 17, they had to put out a most evasive communiqué. "Strong enemy formations," they said, "again penetrated to the outer anti-aircraft barrage of Berlin. Only single planes, however, succeeded in penetrating through the barrage belt to the centre of the City. Four public buildings including, again, the State Library and about ten dwelling houses were damaged. The number of injured is small."

It is obvious, from this communiqué, that the German authorities are still harping on the idea of mass attack by aircraft in formation. But to Berliners this sort of outworn tactics, which enables the authorities to claim a break-up on non-existent formations, must have been merely irritating. **As British bombers, even when they attack in hundreds, never fly in formation by night, the phrase "single aircraft" means nothing at all.**

EVERY ATTACK CAREFULLY PLANNED.

Though German defences cannot stop the night bomber, they must be reckoned with, and the crews of British bombers do not underrate them. Every attack on the well-defended German towns of Wilhelmshaven, Kiel, Bremen, Cologne, Hamburg and Berlin is as carefully

planned as an offensive against strong fortifications on the ground. The safest route has to be found; the best height at which to pass the guns; right tactics by which to evade the searchlights and prevent gunners from getting their range; and landmarks to guide the bomber most directly through the series of batteries ranged in semi-circles from the suburbs to the centre. Different tactics are tried on different occasions; the experience of every crew is pooled; and the whole problem is treated like a scientific experiment, with nothing left to chance.

MACHINES MUST ALSO BE GOOD.

To get through the fierce barrage demands not only skill and courage of the crews but also toughness and endurance in the machine. One night bomber was returning from an attack on Wilhelmshaven when it ran into a terriffic barrage. A shell burst right on top of the aircraft, and the navigator actually saw one of the air screws fall of. A few minutes later the pilot saw flames coming from the cowling of one of the engines. The fire was put out, and on the one remaining engine, which inevitably got over-heated in the course of the long journey home, the pilot guided the aircraft safely and made a perfect landing on an aerodrome near the English coast.

During a heavy raid on Kiel another bomber was holed in more than 10 places both in the wings and the fuselage. Most of the holes were large enough to put an arm through, but the bomber completed its mission and brought its crew safely to its base. With aircraft like these British crews can, and do, get through any barrage.

HOW ANOTHER TACKLED HIS JOB.

In another attack on Kiel a pilot described how, the moment his aircraft had been picked up by searchlights, all guns of the port opened fire just as though a switch had been turned on. At the height he was flying at it was impossible to find the precise target while at the same time taking evasive action. He, therefore, decided to come down low.

As he dived down, 15 searchlights caught him at 8,000 feet, and at once light as well as heavy anti-aircraft guns got his range. But still he went down, and at a thousand feet he could see his target clearly, and gave the order for bombs to be dropped. Now there was only one thing to do—come down still further—and the pilot swooped down to a hundred feet. Suddenly he saw trees in front of him; fortunately, a searchlight flattening out to catch the low-flying aircraft had lit up the trees just in time, and the bomber went over grazing their tops.

CRITICAL TEN MINUTES.

But the pilot still had to fly low to keep out of the way of guns; whenever he tried to climb he was driven down again. Everywhere he turned the way was blocked by a curtain of fire, and for about ten minutes he went backwards and forwards till eventually he found a

loop-hole in the defences and made his way out to sea. Nothing stopped him from bombing his target.

These are typical adventures. Every city in Germany is well defended, but, whatever happens, the bomber gets through the barrage. Formidable as a barrage can be, it is not enough to check a bomber, and in Germany as in Britain night fighters are playing an increasingly important part in defence. In Britain night fighters have already given great hope for the future, but in Germany victory is all the other way, and again and again British bombers when found by night fighters have fought back and won.

ONE BOMBER : FOUR FIGHTERS.

On March 10 a British bomber over Germany was attacked by four fighters at once ; there was a general *melée* and one of the enemy was hit while another was seen to climb vertically, stall and crash to the ground.

Over Cologne a few nights earlier the enemy took advantage of clear weather and sent up many fighters to protect the town. There was a number of inconclusive encounters during which several *Messerschmitts* gave up the unequal struggle. But the crew of one of our bombers, after the rear gunner had opened fire at about 150 yards, saw a two-engined fighter burst into flames—the enemy was held at this moment by one of his own searchlights—and disappear below. At any moment on their way across Germany British bombers may encounter a wall of searchlights put up to guide a fighter. When this happens the crew prepares for action with complete confidence. **Night is one of the many allies of the British which Goering had forgotten, and not even the Third Reich can turn night into day.**

THE FAULT IS VICHY'S.

IF Frenchman fights Frenchman in Syria, the fault (apart from Nazi machinations) lies with Vichy alone ; if Briton fights with Frenchman on the same soil, the fault is still Vichy's.

Mr. Churchill's Government has displayed superhuman patience in its dealings with the coterie of mediocre Quislings assembled under the waning leadership of Marshal Pétain ; Mr. Roosevelt's Government has spared no effort to warn the aged Marshal of the real end to the road along which first Laval, then Darlan, led him.

General de Gaulle has been less patient. Week by week the Free French leader has proclaimed that the men of Vichy would finally drag a dishonoured France into the enemy's camp. **To-day he is justified, for Vichy stands to all intents and purposes ranged with Hitler against the world of free men.**

The betrayal of Syria into Nazi hands is only the latest of Vichy's treacheries. Apart from the Germans' use of air and naval bases in Occupied France, supplies for Germany (carried in French merchantmen, convoyed by French warships) steal into the ports of "Unoccupied" France; ever since the Armistice, some 250,000 tons of British and Allied shipping have been illegally held in Vichy's harbours; neutral observers have long declared that the *Luftwaffe* regularly uses the French African port of Dakar as one of its bases in the Battle of the Atlantic: and there are grounds for believing that anything up to 800 French warplanes in French Africa were months ago handed over to Hitler for use against France's former Ally!

To-day General de Gaulle's Free Frenchmen have thrown down the gage of battle at the feet of the Vichy traitors. Side by side with British and Imperial troops, they are carrying the banners of freedom into Syria and the Lebanon—territories held by France under mandate but betrayed by Darlan and his brother Quisling, Dentz, into the hands of the Huns. That betrayal is not yet complete, but in recent weeks, planes, airmen, technicians and even ground troops have been flowing into Syria and Lebanon; even before that French munitions and supplies were sent from Syria to Iraq, to be used against France's former ally by Rashid Ali.

For us in India, this Syrian operation means even more than the uprising of Free Frenchmen against their betrayers. **It means that Free France is helping to bar one of the two principal doors through which Hitler's hordes might have rushed to attack India.**

If Rashid Ali's revolt had succeeded in Iraq, and the Germans had been allowed to establish themselves firmly in Syria, the enemy would have advanced half way to India in one big stride. Syria and Iraq are therefore bastions of India's outer defences. Just so long as Iraq is in friendly alliance and ready to carry out the treaty obligations to Britain, and while Syria is not being used as an enemy base, so long will the defence of India from the west remain assured.

When Hitler's hireling, Rashid Ali, tried to break India's defences by letting the Germans into Iraq, British and Indian forces took swift and effective action. Now that it has become plain beyond all doubt that Syria in turn was being betrayed into German hands, British, Indian and Free French troops move swiftly to the defence of this outer bastion of Hindustan. Thus, Free France's war, like Britain's, is India's war as well.

AN ILLUMINATING DESPATCH.

WHAT PETAIN TOLD ADMIRAL LEAHY.
GERMAN PEOPLE WANT WAR TO END.
HOW HESS INCIDENT MAY MODIFY NAZI PLANS.

The Times Washington Correspondent cabled on May 20 :—

QUESTIONS concerning a possible impending message to Congress were set aside by President Roosevelt at his Press Conference to-day, though there had been reports last night that one was intended. It is clear that this and other developments will turn upon the admitted likelihood of a break in relations with the Vichy Government, of whose dealings with Berlin some information has leaked out through the barrier of secrecy which the French maintain against American inquiries.

The Germans are understood to have demanded the use of Toulon and Marseilles as well as of bases in Syria and Africa, in exchange for which a million and a half French prisoners would be returned and Paris again established as the seat of the Government. Admiral Darlan, says one report, has been promised the title of "**Admiral of Europe**" if he is ready to fly his flag against Britain! Berlin is also presssing for greater speed in the conduct of the Riom trials, with special emphasis on the part played by the United States Government at the outbreak of war. It has been observed that in the past weeks all foreigners, especially anti-Fascist Italians, in Toulon and Marseilles have been rounded up and sent either to concentration camps or to Africa to work **on the Trans-Sahara Railway**.

Members of the Vichy Government are being told that **Germany infinitely prefers France to Italy as an ally, in proof of which all Italian claims against France are being shelved.** Hitler is understood to have waited until Italy was entirely dependent on him before bringing pressure to bear on Vichy and Italy now must swallow her loss of status as a Mediterranean power and content herself with the Adriatic as *Mare Nostrum*. Incidentally, it is also reported here that the Germans are **offering the Dodecanese to Turkey in exchange for concessions.**

It is bitterly said here that the men who now govern France seem willing to vindicate French honour against everybody—except the Germans. A report is current of Marshal Pétain's angry retort when the United States Ambassador, Admiral Leahy, handed him President Roosevelt's recent statement.

"What has Roosevelt, 3,000 miles away, done for me or what can he do for me", he asked, "when I have the entire German army on my neck and no more than a gendarmerie of 10,000 without a single machine-gun? I am in the position of Leopold of Belgium. Why doesn't the President ask Leopold to resist? I must think of the one and a half million French youths in German prison camps and of my mission to get them out.

"I shall never fight the British voluntarily," Marshal Pétain is reported to have said, but he would not define the word "voluntarily". "The British have been magnificent; they have made superhuman efforts—but it is all folly. Admiral Leahy, as a sailor, what do you think of the British position in the Mediterranean? As an Ambassador, do you think your country can or will give the British sufficient help? I do not. We French think in terms of continental policies and the Germans are masters of the Continent. True our own Napoleon showed that conquests are not lasting, but meantime we must accept the facts and make things as easy as possible for France."

An American official who recently returned from Germany reports that the only question asked there is "When is the war going to end?" People are now apathetic as to victories, past or to come. The only advantage for them has been the Christmas bonus of 100 grammes of coffee and beans. He is convinced that Germany can be "worn down." The Germans have been taught to discount the effect of American aid, but if the United States entered the war the psychological effect would be enormous, **for a prolongation of the war is the "only thing people fear as much as defeat".**

It is becoming clearer that the Spaniards would oppose any attempt to violate their soil. All the recent army, and even Government, changes indicate this.

The character of the country and its people would make invasion a formidable task, even for modern mechanised and motorised forces.

The realisation of this may be responsible for the story now circulated in quarters favourable to Germany, that possible revelations by Rudolf Hess, or the fear of them may induce Hitler and the German General Staff to modify their dispositions and adjourn certain enterprises.

A BORDER-TO-BORDER SURVEY OF GERMANY

VAUGHAN PAUL'S IMPRESSIONS

"MAJORITY DISILLUSIONED WITH HITLER"

GERMANS' FEAR OF AIR RAIDS

A border-to-border survey of Germany is described by Vaughan Paul, who has just returned to the U. S. A., in the New York Post of May 21. He writes:

I am convinced, from my own investigation of personal reactions inside Germany, that the majority of the populace, contrary to the official views and propaganda, are **deeply disillusioned with Hitler** and his coterie. Disaffection is higher than at any time during the Hitler régime despite the present unified war achievement produced by the Gestapo and Party coercion and pressure. **Fear of air raids** is greater than in any bombarded country I have visited, including wartime Spain and China. The German housewife with the family's food ticket is **barely able to keep outside the starvation limit**.

Hospitals and clinics are over-crowded with waiting lists, mostly for nutritional diseases. I talked with doctors and dentists whose patients appear with complaints that their teeth are falling out or that they are suffering from digestive pains or lassitude. Attempting to quiet the wide-spread muttering on the low quality of the food available in the poorer districts, the Nazis instituted a special campaign against grumbling. One woman I know was arrested in such a market for saying, "When will this mess be over?" **Morale is very low,** much lower than in the war years of 1914—15. **It was Hitler's peace promises that held popular support, and, in breaking them, he has lost that support.**

I heard amazing wholesale condemnations of Hitler, full of crude hate as can be heard in Italy about Mussolini. There is practically no applause in the cinemas for newsreels showing Nazi leaders save when leading Nazi figures are known to be personally present. Manifestations of war or Party enthusiasm are limited to mass meetings, with only isolated individuals, mostly officials, showing enthusiasm singly.

Even contemplating a possible victory the German masses do not rejoice. Most of them feel that, even if England is defeated, the Empire's periphery will fight on and there would be no complete peace for an indefinite period. Soldiers on furlough report how stubborn inner resistance in the conquered countries is proving. Discontent exists in large measure among artisans, small shopkeepers, intellectuals, peasants, and especially high among industrial workers, particularly the older group, who were once trade unionists and practically impervious to Nazi propaganda.

The opposition of this class to war has grown greatly because of its prolongation. Workers are perturbed because in many factories foreign workers get 35 per cent higher wages and free vacation trips to their own countries; because working hours are stretched to 12 and 14 hours per day in a seven-day week without any pay increase; because of lack of leisure and consumers' goods; because the "strength through joy" activities in industry have been curtailed and transferred to soldiers at the front; and because food restrictions hit this class especially hard.

The Germans are taking the air raids with an almost hysterical fear. Many in Berlin, though not wounded, had to be moved to hospitals for treatment of shock. At Hamburg, Coblenz and other more heavily bombed cities there were thousands of such cases. Wives and children of Party leaders and practically every family with sufficient money have left the danger zones. Those remaining told me that any mass bombings comparable with those of Britain would inevitably mean a breakdown on the inner front despite Gestapo pressure, which can hold it firm against almost any other contingency. The despair and fear of the German population are strikingly shown by the change in its ingrained frugality. A typical comment is: "Why save when we may not be alive to-morrow?" This was all during the relatively light winter bombings.

A CRITIC REASONS.

AIR TRANSPORT ON TRIAL IN THE MIDDLE EAST

OMISSION THAT MUST BE REMEDIED

by

The Aeronautical Correspondent of the Liverpool Post.

The situation in the Eastern Mediterranean turns more than ever on transport, particularly air-transport. The position can, in a crude form, be summed up by saying that the side which is able to transport the greatest weight of men and material in the shortest time is going to grasp the initiative in this theatre.

It would have been of little value to the Germans to have received the permission of Vichy to use the air bases in Syria at Rayak, Palmyra and Damascus **if they had not had ready transport aircraft in large numbers,** ready

manned and supplied, to do the work of carrying. Britain has also been using air transport in the Iraq campaign, has carried howitzers to Habbaniyah and has also used troop transport aircraft for evacuating women and children from danger areas.

The apparatus of detection and reporting is inevitably less complete across the seas than across land and German machines, by using darkness as cover for part of their journey, could in most cases be sure of making a passage without being caught.

One consequence of this is that R. A. F. seeking to stem the flow of German war materials to Iraq must rely largely upon attacks on German-held aerodromes. They have, in pursuance of this policy, attacked the air base at Rhodes and the air bases in Syria which the French have placed at the Germans' disposal. They have also attacked aerodromes in Iraq. Experience in this war shows that **it is very difficult to knock an aerodrome out by means of an air attack.** Aerodromes can stand up to an enormous amount of heavy pounding and still be usable.

We can hardly expect therefore to stop German supplies by air by means of these attacks, though we can hope to reduce its quantity. For the rest the more we can ourselves feed into the aerodromes which are held by our troops in Iraq, the better.

Here is an occasion when the use of aircraft in force must be pushed to the limit. Speed is the essence of the contract and, although our ships will bear heavy equipment up the Persian Gulf to Basra, they must inevitably be slow. **The first move must be made by equipment and troops conveyed by air.**

In Libya the position is rather different. There the enemy must rely largely on air transport for getting over troops and equipment, whereas we can rely more upon ship-borne troops and equipment. We have been nourishing our forces in Libya from the sea for some time and consequently there is not the direct race that is appearing in Iraq.

But in Libya large numbers of Junkers 52 troop-carrying aircraft have been reported, so it is evident that here too the Germans are using the airway for all they are worth. We must not underestimate its potentialities. In the air we have done well in the war. We have almost invariably been outnumbered, though the discrepancy in this respect is being reduced. But we have not used the transport possibilities of air power so fully as the enemy. Parachute troops we now have, but we have created them very late. There was no excuse for this lateness except the blindness of professional soldiers to the possibilities as they became apparent during the years before the war.

Even so, we are not moving quickly enough in expanding the scope of air transport for military operations. In every campaign the enemy have shown alacrity in using aircraft for every sort of carrying work. He will use them more and more for this purpose. Command of the sea has almost become a parrot cry. No one without command of the sea, it is stated time after time, can win a major war. That is an untrue statement. **The true statement is this—No one without command of overseas transport can win a major war.** Thus overseas transport is now possible by means of aeroplanes as well as ships. Let that point be well kept in mind in all deliberations affecting our strategy. The aeroplane is still capable of carrying only small loads, but it carries them very quickly and it is rapidly increasing its capabilities. The campaign in Iraq is going to be a test of air transport as much as anything else.

LOOKING FORWARD.

PRESIDENT BENES ON FUTURE PEACE.

A new System of Security would check Evil in its Beginnings.

PRESIDENT Benes of Czechoslovakia, speaking on the Student's Union invitation at Liverpool University, expressed his conviction that any peace in Europe, both now and for a long time to come, is to be based on some new form of European security. In the present age of mechanised war and air war, he said, neither France nor Britian can isolate themselves from Central Europe and deliver it up either to the German domination or to the tender mercies of the rivalries of the other Great Powers.

Dr. Benes stressed out that twenty years of post-war European politics were only a continuation of the political and spiritual revolution brought about by the war of 1914 ; and the war of 1939 is only a further stage of this great revolutionary European and world transformation. The original revolution during the war of 1914, with the post-war struggle between European political systems—Democracy, Fascism and Communism, and the present war between these régimes that has resulted from this struggle—is turning, the more evidently as it proceeds, into a war for the transformation of the whole of modern Europe, not only politically, but particularly also economically and socially.

Politically as well as socially and economically, the times through which we are passing are and will be therefore of a very stormy character. At the end of the present war and of the years which will immediately follow after it

we shall be confronted by conditions in continental Europe which will involve changes in political, social and economic régimes, perhaps in the same measure as was the case in Continental Europe after the French Revolution.

In the present war everything is more radical, sharp, extreme, brutal and barbaric than in the last war. Not only did the Nazi régime take over in the sphere of international politics the imperialism of the pre-war régime of Imperial Germany and carry it to its extremist exaggerations, but **it created something which has never previously existed in any age in an official State system : the destruction of the conception of truth, of science, of free teaching, of objectivity and tolerance. This terrible phenomenon of declaring lies, deception, crime and treachery to be the official system of political ethics of a political regime and of a whole State, has not previously existed in history. Violence, power, terror, military force, the dagger and the rifle, that is the basis of Nazi theory and practice on which the whole system rests. They are the real essence, the intellectual and moral basis, of the Nazi world. All the moral values of modern man have finally been swept away in Nazism. These are the reasons why we are at war.**

My fears are that belligerent Western Europe and America may not see the whole essence of this struggle : that it may not see that it is necessary to do away with the whole Nazi and Fascist ideology, practice, régime ; that it may not see that with this Nazi world and its helpers in Germany neither agreement nor co-existence is possible; that it may not see that it is necessary to put an unconditional and definitive end to this whole system and its military machine. **No decent discussion, no acceptable compromise, no agreement was ever possible with Nazism or will ever be possible.** Every State and every nation is responsible for its Government. The standpoint that we are fighting to-day only against Hitlerism and Nazism would be politically as well as morally absolutely incorrect. For the present war, for all its horrors, for all the destruction in Poland, Norway, Holland and Belgium, for all the terror, the persecution, the material and cultural destruction of the nation in Czechoslovakia, not only Nazism and all its exponents are responsible, but also Germany as a State. *The German nation has had in the last hundred years, Bismarck, and Moltke; the Emperor Wilhelm II and Ludendorf, and Hitler, Goering and Himler, but it has had no Lincoln like America, no Gambetta like France and no Gladstone like England. That is why she is exclusively responsible for the present war.*

This does not mean that we must make a retaliatory peace and attempt to bring about the destruction of Germany. It means that we must know clearly what we must do in order that this lack of political education in Germany should not express itself again in the form of a new war every ten or twenty years. We are, of course, concerned first and above all with bringing about

the military defeat of Germany, then with re-establishing the freedom of Austria, Czechoslovakia, Poland, Norway and other occupied countries, with making good the damage in those countries. But we shall also, above all, be concerned with helping, after the war, those good elements that have remained even in present-day Germany, with creating, after a thorough cleaning out of their own house has been effected, in the whole internal life of Germany, a new, democratic, free Germany which would be in a position to take its place beside the civilised nations of Europe. Whether this will or will not be possible, whether Germany as State and nation is capable to produce after the present war such a new political generation, this question, I sincerely admit, remains. Whatever can be the answer to this fundamental question, it will be necessary to build up once more a new European solidarity.

The freedom of Europe is indivisible. If slavery and violence dominate Central Europe, soon first France and then Great Britain will fall under the weight of this slavery. I think that these fundamental truths of European politics were completely forgotten from 1930 to 1939. Under the pretext that the peace of Versailles was not just in every respect, a political theory grew up called Nazism, which held that Central and Eastern Europe should be given up to Germany. Whenever in the history of Europe this theory has taken root, it has always led inevitably to a European war. After this war, **it will really be necessary to create a new European system of security which would be able to check evil in its beginnings**, that is, a system which would not allow any new Hitler or Mussolini to arise at all. This new system of European solidarity means :

1. The liberation of the small occupied European countries,
2. New federal units in different parts of Europe,
3. The creation of a new system of security that will correspond better with the post-war situation than did the League of Nations in the last few years, and to render possible at least a relative limitation of armaments,
4. A new system of economic collaboration which would render impossible the economic conflict between the democracies and would avoid the creation of autarchical totalitarian States.

Examples of Misleading Statements in Enemy Broadcasts to India and the Near East for the period June 2—8, 1941.

A.—BROADCASTS IN ENGLISH.

ALL AT SEA.

Shipping has always been a favourite Axis propaganda theme. There are two reasons for this. Britain is a maritime nation ; shipping routes are a vital artery upon which her survival largely depends. Secondly, the combined German and Italian merchant fleets at the outbreak of war totalled less than a third of the British fleet. Therefore, Axis losses at sea were certain to be smaller than the British losses.

So it was natural that Lord Haw Haw should devote the major part of his weekly commentary (June 8) to painting a gloomy picture of the one-sided war at sea.

"Without reference to merely damaged vessels", said Haw Haw, "Britain has now lost more than 11,000,000 tons of the merchant shipping at her disposal since the beginning of the war. If sinkings continue at the present rate", he added, "Britain's loss for a year will exceed 9,000,000 tons. British and American shipyards together cannot produce under present conditions more than 2,250,000 tons per year".

WISHFUL THINKING.

By a combination of lies and wishful thinking Haw Haw manages to produce a very alarming and very plausible picture. The British Admiralty has issued accurate figures for British, Allied and Neutral shipping losses up to April 30. **These show that, in the first 20 months of the war, 923 British ships (total tonnage 3,896,242) have been sunk, as well as 585 Allied and Neutral vessels (total tonnage 2,231,431). So much for Haw Haw's 11,000,000 tons.**

In April, the German radio "sank" 1,144,995 tons. Actual losses however, were :—

	Tons.
British	293,000
Allied	189,473
Neutral	5,562
	488,035

At this rate, British, Allied and Neutral losses for a year will be less than 6,000,000 tons. So much for Haw Haw's 9,000,000 tons.

BUILDING PROGRAMME.

Haw Haw is a little nearer the truth when he says that, under present conditions British and American shipyards can produce no more than 2,250,000 tons in a year.

INDIAN OCEAN IN THE NEWS.

Announcing the return home of Italian submarines which had managed to escape from the Red Sea, Berlin (June 2) said that, in the course of an 80-day voyage round Africa these vessels did not encounter a single British warship After this striking tribute to the Italian Navy's skill in avoiding trouble, the Nazi wireless goes on to infer that "Britain must be employing every available warship in the Mediterranean and the western Atlantic", thereby implying that the British Navy is no longer operating in the Indian Ocean.

During the 80 days in which these fugitive Italian submarines were engaged in scurrying home, the Italian auxiliary cruiser **Ramb I**, a large German raider and two German supply ships were sunk by British naval craft in the Indian Ocean. **It would appear to be Axis ships, rather than British ones, which avoid the Indian Ocean.**

BRITISH NAVAL LOSSES.

On June 5, Berlin claimed that, during May, the German and Italian forces between them had sunk:—

1	British	battleship;
12	,,	cruisers;
12	,,	destroyers;
6	,,	submarines.

The Royal Navy's May losses, as already announced, were the battle-cruiser **Hood**; three cruisers, **York**, **Gloucester** and **Fiji**; four destroyers, **Greyhound**, **Kelly**, **Kashmir** and **Mashona**; and the submarine **Usk**.

B.—BROADCASTS IN ASIATIC LANGUAGES.

FIGHTING UNDER HANDICAP.

On June 2 the German broadcasts in Hindustani and Persian 'quoted' an American newspaper as stating that Germany won despite all the advantages that the British enjoyed in Crete. Far from enjoying any advantages,

the British had to fight under intolerable handicaps. Their air bases ware 360 miles away in Egypt, whereas the German bases were only 70 miles away. In spite of this, however, the Cretan campaign, which the Germans had hoped to have finished in two days, took twelve.

GROWING DETERMINATION.

According to the Nazis' Hindustani broadcast of June 8, the *New York Daily News* has stated that 95 per cent. of the American people are against going to the aid of Britain. The Gallup polls in America, however, reveal a story which completely counters this Nazi claim.

In May 1940, only 36 per cent. of those questioned wished to help Britain even at the risk of war, while 64 per cent. wished America to keep out of the war at all costs. In August 47 per cent. voted to help Britian at the risk of war and in December 60 per cent. **The latest poll indicates that 62 per cent. wish to go to war, if necessary, to aid Britain, while those who wished to remain neutral at all costs have dwindled to 26 per cent.** It should be mentioned that the Gallup polls are reputed for their accuracy and are carefully studied by President Roosevelt.

THIS FREEDOM.

Dr. Goebbels' Hindustani and Persian broadcasts of June 5 brazenly asserted that the German soldier was fighting for the freedom of his country. In view of this empty boast, it may be pertinent to illustrate the nature of this "freedom" for whose perpetuation the German soldier is dying. Johann Wild, a German Aryan, listened to foreign broadcasts and was accused of passing on what he heard. He was executed at Nuremberg on May 18, 1941. Another example of this freedom is the fact that, in the months of September October and November 1940, the Nazis put to death 85,000 blind, aged or "incurably ill" Germans. The 300 Catholic priests who had the nerve to protest, were thrown into concentration camps.

TRUE TO FORM.

Running true to form, Dr. Goebbels' Hindustani and Arabic broadcasts of June 3 came out with a string of atrocities which the British were supposed to have committed on the citizens of Baghdad. That these Nazi tales are even

more ludicrous than usual is shown by the fact that **the British are in no sense the rulers of Iraq, and that they are definitely not responsible for the administration of law and order.** With the return of the lawful Regent, Iraq reverts to the position she enjoyed before Rashid Ali's usurpation. In accordance with the terms of the Anglo-Iraq treaty, British troops will have free passage, but the Regent will govern the country.

PROGRAMME OF LECTURES

OF THE

Pudukkottai State War Information Bureau.

1941—

LECTURE XLIX.

June	...21, Saturday ...	Town Hall	...	6.30 p. m.
	22, Sunday ...	Vayalogam	...	6.00 p. m.
		Kudumiamalai	...	6.30 p. m.
	23, Monday ...	Nachandupatti	...	6.00 p. m.
		Virachilai	...	6.30 p. m.
	24, Tuesday ...	Tirumayyam	...	6.00 p. m.
		Konapet	...	6.30 p. m.
	25, Wednesday	Panayappatti	...	6.00 p. m.
		Rangiam	...	6.30 p. m.
	26, Thursday ...	Rajagiri	...	6.00 p. m.
		Viralimalai	...	630. p. m
	27, Friday ...	P. Puduppatti	...	6.00 p. m.
		Vendampatti	...	6.30 p. m.

LECTURE L.

	28, Saturday ...	Town Hall	...	6.30 p. m.
	29, Sunday ...	Alangudi	...	6.00 p. m.
		Rasiamangalam	...	6.30 p. m.
	30, Monday ...	Annavasal	...	6.00 p. m.
		Kilakkurichi	...	6.30 p. m.
July	... 1, Tuesday ...	Kulipirai	...	6.00 p. m.
		Sundaram	...	6.30 p. m.
	2, Wednesday	Kottaikkadu	...	6.00 p. m.
		Karambakkudi	...	6.30 p. m.
	3, Thursday ...	Rayavaram	...	6.00 p. m.
		Ramachandrapuram	...	6.30 p. m.
	4, Friday ...	Valramanikkam	...	6.00 p. m.
		Yembal	...	6.30 p. m.

Sri Brihadamba State Press, Pudukkottai. 1,000—21-6-41.